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1-11. (CANCELED)

12. (CURRENTLY AMENDED) A method for operation of a drive train for powering a mobile vehicle [[with]] having a drive engine which, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving [[the]] a propulsion drive and directly powers an auxiliary drive for driving at least one hydraulic pump, such that and the pump impeller (3) being connectable, via a clutch (2), to the drive engine and the turbine rotor (4) is connected to the step-down transmission (5), the method comprising the steps of:

when the clutch is slipping, regulating the slippage of the clutch (2) in such a manner that regardless of drive engine speed, an actual speed of the mobile vehicle corresponds to a specified speed specified by a driving pedal (12); and

the controlling the speed of the drive engine directly as a function of a demand of the auxiliary drive which is specified by a control lever (13).

13. (WITHDRAWN - CURRENTLY AMENDED) A method for the operation of a drive train for driving a mobile vehicle with a drive engine which, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), powers a speed-change step-down transmission (5) for driving a propulsion drive and powers an auxiliary drive for driving at least one hydraulic pump, such that the pump impeller (3) can be connected via a clutch (2) to the drive engine, the method comprising the steps of:

when the clutch is slipping, regulating the slippage of the clutch (2) in such a manner that regardless of drive engine speed, an actual torque of the turbine rotor (4) does not exceed a predefined, specified torque; and

when the driving pedal is actuated, controlling the speed of the drive engine directly as a function of a demand of the auxiliary drive which is specified by a control lever (13).

14. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the step of actuating a service brake in a thrust operation when the specified speed is exceeded.

15. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the step of actuating the service brake in such a manner that the actual speed corresponds to the specified speed.

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16. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the step of regulating the clutch (2) as a function of the speed of the drive engine and a difference between the actual speed and the specified speed.

17. (WITHDRAWN) The method for the operation of a drive train according to claim 13, further comprising the step of regulating the clutch (2) as a function of the speed of the drive engine and a difference between the actual torque and the specified torque.

18. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the steps of locating the clutch (2) inside a converter housing (1) and cooling the clutch (2) by a liquid present contained within the converter housing (1). ♦♦

19. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the step of specifying a driving speed of the mobile vehicle by a driving pedal (12). ♦♦

20. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the step of actuating controlling actuation of the clutch (2) [[by]] via an electronic control unit (7) and a proportional valve (16). ♦♦

21. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the step of actuating the clutch (2) by an actuation pressure which is adjusted as a function of an actual pressure inside a converter housing (1).

22. (CURRENTLY AMENDED) The method for the operation of a drive train according to claim 12, further comprising the steps of locating the clutch (2) outside a converter housing (1) and cooling the clutch (2) by a coolant liquid.

23. (CURRENTLY AMENDED) A method of operation of a drive train for powering a vehicle [[with]] having an engine which drives, via a hydrodynamic torque converter with a pump impeller (3) and a turbine rotor (4), a speed-change step-down transmission (5) for driving a propulsion drive and directly powers drives an auxiliary drive for driving at least one hydraulic pump, such that and the pump impeller (3) being connectable, via a clutch (2), with the engine and the turbine rotor (4) is connected to the step-down transmission (5), the method comprising the step of: ♦♦
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♦♦

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only when the clutch is slipping, regulating the slippage of the clutch (2) in such a manner that regardless of a speed of the engine, one of an actual speed of the vehicle specified by a driving pedal (12) remains below a specified speed and an actual torque of the turbine rotor (4) specified by a driving pedal (12) remains below a specified torque; and

the controlling the speed of the drive engine directly as a function of a demand of the auxiliary drive which is specified by a control lever (13).

24. (NEW) The method for the operation of a drive train according to claim 12, further comprising the step of regulating the clutch (2) so that regardless of a drive engine speed, an actual torque of the turbine rotor (4) remains below a predefined, specified torque.